A COLLISION AT SEA.

THE EDAM SUNK BY THE LEPANTO. TWO LIVES LOST-THE PASSENGERS AND CREW BROUGHT TO THIS PORT-STATEMENTS BY OFFICERS OF THE VESSELS.

The steamship Edain, of the Netherlands-American Steam Navigation Company. which sailed from this port for Rotterdam on Wednesday last, was run down and sunk at sea on Thursday night by the British steamship Lepanto, of the Wilson Line, bound for New-York from Hull. Two of the engineers of the E iam were killed by the collision. The passengers and crew of the wrecked vessel were brought to this port by the Lepanto. A dense fog prevailed at the time of the disaster.

DETAILS OF THE DISASTER.

The British steamship Lepanto, of the Wilson Line, arrived from Hull yesterday, and reported the sinking of the Dutch steamship Edam, of the Netherlands-American Steam Navigation Company. Only two lives were lost by the accident. All the passengers were saved. The Edam, which was one of the finest steamers in the trade was in w of lifty-three men, and a passenger list which She sailed from her pier at the foot of Jersey City, on Wednesday morning under the most promising circumstances. The agents of the line and the friends of the passengers were at the pier to bid the departing vessel and her living freight a "God-speed." The weather was most favorable until Thursday evening, when a thick haze set in. This lasted a few minutes only and was followed by clearing weather and then a dense fog. It was impossible to see the lookout on the forecastle from the bridge, where First Officer Lackmooy was keeping watch. The engines were slowed down, and warning whistles were blown at intervals of two minutes.

In less than an hour after the baze set in, or at 9:55 o'clock, there sounded through the impenetrable fog the whistles of another steamer on the star-beard side, which proved to be the Lepanto, in command of Captain Rogers, of the Royal Naval Reserve. No sooner were the whistles heard than the first officer of the Edam called Captain Taat, and at the same time blew two quick and short blasts of the whistle, to indicate that the helm had been put hard a starboard, and that the Lepanto would do the same. It would seem that if this had been done promptly the collision which followed might been avoided. Before another two have been avoided, minutes had passed the lookout on the Edam shricked: "Light on the starboard beam, close aboard!" It was then too late to make any change in the course of either vessel, the Le panto being only a feet away, with her great fordable bows heading toward the side of the Edam. The only hope was that the Edam might get by before the Lepauto reached her-

In an instant, however, the Lepanto struck the Edam amidships abreast of the machinery departents, cutting through the boats at the davits, the hall, the deck and the bulkhead around the engineroom, forcing the Edam over on her side and threathening to capsize her. The Lepanto rebounded only to strike the Edam again a little further aft, cutting another boat in two and breaking through the hull. She again rebounded and struck the Edam once more, this time further aft, and another great opening was made in her hull. The Edam's engineer was signatled to stop the engines, but as he ade no response it is supposed he was killed outright by the first collision. Another engineer was observed ranning to close the compartment doors, was washed out through the holes made by the Lepanto. The people on the Edam, most of whom had retired, were called up. The three remaining boats were lowered, and all the passengers and crew were put into them, excepting three of the crew who went into the Lepanto's boat. The captain and first officer scarched the vessel to see if any one remained on beard. They then abandoned the ship. Mean while the Lepanto was stopped and three of her boats were lowered and sent to the Euam's assistance. One of the bots had gone alongside of the Edam and had taken off the first officer, quartermaster and cabin steward. After groping about in the fog for nearly an hour the boats proved alongside of the Lepanto where the passengers were taken on board. Two of the boats of the Edam were stowed on the deck, the Lepanto's boats being boisted to the davits.

SINKING OF THE EDAM. A few minutes after the Leganto had been reached a lond explosion was heard and it was evident that the Edam had sank. The Lepanto laid by until merning making repairs to her bows, which had been crushed. Her forward compartment was filled with water. At 7:30 o'clock on Friday morning, when nothing of the Edam could be seen excepting a lot of wreckage, the Leponto laid her course for New-York and steamed ahead at full speed, the weather being clear. A short time atterward Pilot Boat No. 8 was sighted and, in view of the fact that there was great danger of the Lepante sinking, an agreement was made that the pilot boat should accompany the Lepante to port. Arriving in port yesterday morning the Lepante went to Pier tnew No. 46, North River. The survivors of the Edna, rather than take the ferry to Jersey City, lowered the two boats saved from the wreek and rowed across the North River in them. In the meantime word was sent to H. Cazaux, general agent of the Netherlands-American Line. Mr. Cazaux hurried to the pier where he made arrangements for the accommodation and comfort of the passengers and crew. They will be forwarded to Rotterdam on the steamship W. A. Scholten, of the same line, which will sail on Wednesday. The cubin passengers of the Ednin were: Joseph J. Stottwerks, Jacob Schusker, John C. Haase, William Ehret and S.C. J. Strader, the two officers lost were First Assistant Engineer Ian Van Geyt, eighteen years old, single, and a native of Amsterdam, and Third Assistant Engineer Nicolas Leyembecker, twenty-four years old, single, and a native of Metroden. view of the fact that there was great danger of the

bocker, twenty-four years old, single, and a native of Rotterdam.

CAPTAIN ROGERS'S STATEMENT.

When applied to, Capitain Rogers declined to make any statement other than that which he had written to the Associated Press. That statement is as

"september 21, 8, p. m.—Steering west by polecompass; calm, tine, clear weather, and smooth
water. 9 p. m.—Light SW, mis; the weather became logg; ; watered chief engineer that if the fog
continued we should go slow, and to ease steam
down at once; also began to blow steam whistle at
intervals of two minutes. 9:30 o. m.—Fog hited a
little. 10 p. m.—Thick log; engines at half speed.
10:10 p. m.—Heard a winsite close to on port bow;
stopped engines; helm hard-a-port and full speed
astero. 10:12—Heard a whistle and saw a misthead light very close, bearing W. S. W., and at
same time made it to be a vessel
crossing our bows from S. to N. 10:15—
Came into confision with a steamer
tour head at the time being W. N. W.) which never
stopped crossing, but oragged right across our
bows, at the same time swinging to the westward,
her propeller going all the time. 10:17—After
getting clear of the steamer, stopped engines,
sounced the compartments, soundings being 4 feet
forward, 5 feet midshop and 3 att; misking no
water; immediately sent away a boat
in enarge of second officer to her assistance—this at
10:20—tot out three other boats, sending
away two more, with all our crew and officers, to september 21, 8. p. m .- Steering west by pole-In energy of second officer to her assistance—this at 10:20—tot out three other boats, sending away two more, with all our crew and officers, to render assistance, making three boats in ail. 10:35—Saw the steamer close toom port side abrain; slow ahead engines; furned ship to N. E. and stopped. 11:30—the boats of the foliam, three in ail, arrived alongside with the passengers and clew, who were at once embarked. 11:30—the of our own boats returned, bringing the chief officer of the Ldom, a quartermister, the stevard and two passengers. 11:45—All our boats returned ab l were hoisted up, as were also two of the Loam's boats. On examination of the forward compartment next the sterm, provisions, flour, oil-cake, etc. as were also two of the Edmin's boats. On examination of the forward compartment next the stern though the forward compartment next the stern twisted over to starboard and order, also bow-plates stove in. The steamship Lepanto is an iron vessel used principally for carrying freight. She has limited accommodations for passengers. She has five iron transverse builkheads, thus cividing her hull into six compartments. She has been running between this port and Hull, where she was built and is owned, ever since she was completed in 1877. She land it intact, 3:15 a. m.—Was hailed by

pilot boat No. 8; Pilot Carroll came on board, with whem I made agreement for the sum of \$500 that the pilot-boat should accompany the Lepanto until her arrival safe into pert, to render any assistance that might be required in saying life or otherwise, should bad weather set in, as might be expected at this time of year, as the sea would be very likely to burst the collision bulkhead, and jeopardize all the lives on board, now being a total of 125 persons. 22d, 7:30 a. m.—All being completed in filling up lower fore peak, and the weather clearing, took the pilot-boat in tow, and proceeded at first slow, then half speed, and finally full speed, the slop making no water, care being taken to have the compartments constantly sounded and fore peak examined, also all steampumps rigged and ready for immediate use. On proceeding steered west, and shortly passed through the debris of the foundered steamer, which had, from all appearances, blown up on foundering. From 8 p. in. master and second officer were in charge of the bridge. The passengers, twenty-one in number, and crew, fifty-two in number, of steamship Edam were made as comfortable as possible, the captain giving up his room to the women, and the cabin passengers made the most of the small cabin accommedation. The third engineer and an assistant engineer of the Edam were lost."

CAPTAIN TAAT'S REPORT.

Thibuxa reporter:

"We sailed from New York on Wednesday at 10 a. m. We had good weather until Thursday at noon, when it became hazy, with intarmitent fogs until about 8 p. m., when it cleared. At 9:30 the fog became very dense. The engines were slowed down and whistles were blown at intervals of two minutes. Just before 10 o'clock we heard a whistle, three points on our starboard bow. The helm was pus hard a signal to the approaching vessel to starboard heard and we blew two short whistles as a signal to the approaching vessel to starboard her helm. Shortly after we heard the whistle again, nearly abreast. The helm was steadhed, thinking that all was right. Nearly at the same instant we saw the steamship coming out of the fog on our starboard side, headed directly toward as. She was too near to make any change in the course, so we went ahead fast, in hopes of clearing her. She struck us amidships, opposite the engine room, cutting tureing the boats, deck-house and bridge up to the builabead, around the engines and boilers. She rebounded and struck us again marrife cabin, cutting in the plates and carrying away another boat and dayris. She again rebounded, striking us fariher aft and cutting into the hull. The water pointed into the engine compartments. The vessel was rapidly sinking and we lowered our three boats. We got the passengers and ever into them. We also saved the chrononcer and ship's papers. The notic and myself went through the ship calling for the people, and hearing no response we concinied everybody was saved. In the meaning for the people, and hearing no response we concinied everybody was saved. In the meaning for the people, and hearing no response we concinied everybody was saved. In the meaning for the people, and hearing no response we concinied everybody was saved, in the hear and the lead and the caping of the plant own of the caping of the people, and hearing no response we concinied everybody was saved by the sean and lange hole in her bows and ber fore compartment was full of water. T TRIBUNE reporter: "We sailed from New York on Wednesday at 19

THE CHIEF OFFICER'S ACCOUNT. Chief Officer Lackmooy of the Edam said: "I was

on watch at the time of the collision. There had been a dense for for an hour or more, and I blew our been a dense for for an hour or more, and I bis wour whistle at regular intervals of two minutes as a warning to approaching vessels. I also signalled the engineer to run the engines at slow speed, and this he responded to. At 9.55 I heard a whistle on ear starboard bow. I immentately callest the captain and had the belin put hera a starboard. At the same time I blew two slore quies the stort the whistle of indicate what I had done and for the other vessel to do the same. The next instant i heard the whistle directly on our starboard beam, and supposing we were all fright I steaded the helm. The next instant the lessont reported the hight and simultaneously I saw the masthead high of the Lepinto coming out of the log and only about fifty feet away. I entered the home put hard a safarbourd again, and kept on at full speed. The Lepinto was coming straight for us, and before another order could be given she struck as near the bridge, cutting through our boars and hull to the engine-room longitudinal bulkblead. The Lepinto robon and singling, tearing away one of the boats and davis and catting into the bulk. She again rebounded and struck us further att, crushing the bulwarks, the deck and another boat. She then drifted astern. The water rushed late our vessel and she began to saik rapidly. We called the passengers and officers from their staterooms and the etew from their berties, and tung the bell to soon the cugnes, but there being no answer, it is supposed that kngineer Lycin ecks, who was on watch, was instantly kalled. We lowered our three largest beats and got the passengers and crew into the man ring and got the passengers and crew into the ma. The whistle at regular intervals of two minutes as a statisty killed. We lowered our three largest beats and got the passengers and erew into them. The thouse warm, while rouning forward, felt through one of the holes made by the Lepante, but we got him out again. He only received a few scratches. The captain and myself scarched the vessel for others on board and then we left her. I went in one of the Lepanto's boars, with went in one of the Lepanto's beats, with one of the quartermasters and the cabin sieward. Half an honr later, after leoking around in the water in search of the engineers who were missing, we reached the Lepanto, where two of our boats and already arrived. Captain Taut, who was the first to leave the Edun, arrived soon afterward with his hoat, in which were the five cabin paseagers. Captain Rogers in ists that he was on our port side when the whistles were first heard, but has is a mistake, for the Lepanto was on our starboard now."

THE STORY TOLD BY THE STEWARD. Vincent Otto, the cabin steward of the Edam, was seen by a reporter of THE TRIBUNE late last night as he was going on board the Scholten, at her dock in Hoboken. In answer to inquiries concern ing the accident he said: "We were struck on Thursday night amidships and the vessel sunk in Ing the accident he said: We were struck on Thursday might are diships and the vessel sunk in about twenty minutes: inere were five cabin passengers, sixteen steerage, and lifty-four men in the cre x. All were sayed out two engineers—the third and fourth. The third engineer was killed white down below shutting off steam, and he was probably stunned by the shock, and then killed by the falling of the broken beams and other pieces of the wreek. The fourth engineer had his stateroom exactly where the ship was struck, and as he was in the room at the time, we suppose he was killed there when the collision occurred. Captain Faat deserves much credit for the courage he displayed. He was the last man to leave the ship and was very cool all through the accident. The crew saved the passengers and themselves without the aid of the Eughan ship. After we had been taken on her we were treated very well. The men had to work, of course, and some of them objected to that. There was also some complaint about the food furnished the crew. The water was very poor. The passengers were well treated I think. There were three women among the secreage passengers, one each treated Germany England and Holland. The sixteen women among the steerage passengers, one each from Germany, England and Holland. The sixteen men seemed to be from as many different countries." DESCRIPTION OF THE VESSELS.

The Edam is the first vessel that has been lost by the Netherlands-American Line. She was an iron vessel built with five iron bulkheads, thus dividing the vessel into six compartments. She was built in Dumbarton, Scotland, and launched in August, 1881. She was owned by the Netherlands-Amerfean Steam Navigation Company; was 330 feet in length, 39 feet beam, 28 feet depth of hold, had three iron decks, and was of 3,300 tons gross register. Her engines were of the compound type with 1.800 attainable horse-power. The cabin, situated abatt the engines, contained state rooms for nity passengers. These were well-lighted and ventilated, and con tained every facility for comfort. The saloon extended the entire width of the vessel The sation extended the cutter width of the vessel and contained three long diling tables with patent r volving chairs. Aft of the saloon was a handsomely fitted ladies parlor. The saloon was provided with electric bells, the between-decks were large and well ventilated, The between-decks were large and well ventilated, and had ample accommodation for 1,000 steeringe passengers. At the forward end of this large compariment were two hospitals for sick immigrants. The decks were wide and spacious and afforded an ample promenade for passengers in fine weather. She carried eight large steel life-boats, with patent indocking apparatus, so that they could be lowered at a moment's notice. The main bridge was very high and gave a commanding view of the ocean in front of the vessel and also of the decks. She was provided with all of the latest steam appliances for steering, etc. Aft was a screw which

is 305 feet in length, 36 feet 2 inches beam, 26 feet depth of hold and 2,311 tens gross register.

THE NEWS FROM ABROAD. ANGLO-EGYPTIAN AFFAIRS.

WOLSTLEY AND SEYMOUR TO BE RAISED TO THE PEERAGE—THE GUNS AT GHEMILEH DISMOUNTED

-A THANKSGIVING SERVICE. LONDON, Sept. 24 .- It is officially announced that General Wolseley and Admiral Seymour will be raised to the peerage in acknowledgment of their

recent distinguished services in Egypt. A dispatch from Port Said says: "The British troops which had been sent to occury Ghemileh returned here after dismounting the guns of the rebels and removing their ammunition. It is not intended to keep a garrison at Ghemileh. The people there have resumed their ordinary voca-

The Khediye has offered Sir Edward Malet, the British Consul-General at Alexandria, the grand cross of the Order of Osmanli, the highest decoration he can bestow. The Knedive will leave Alexandria for Cairo at 10 o'clock to-morrow morning. He invited Admiral Seymonr to accompany him,

but the latter was unable to accept his invitation. A solemn service of thanksgiving for the British Catholic Church in Alexandria to-day. The congregation was very large, and included the foreign

per mouth.

Lowloon, Sept. 25.—The Daily News has the following dispatch from Corror: "Mahmond Baroudish house is conspicuous by the preparations made for the reception of the Khediye on Monday. All the palaces and the houses in the environs are righty accordated with drapers."

"The general impression here is that none of the rebels will be executed. It is believed they will be hamished, and their property confiscated. The European residents, and the European officers in the service of the Khediye viruletity denomice Arabi Pacha. They say that hanging would be too good

the Elective has requested that the route of entry into Cairo be changed in such a way that he shall pass the houses of Arabi Pacha and Toulba Pacha. Thanks for the success of the British troops in Eg. p; were given in the churches in London and

SOUTH AMERICAN AFFAIRS.

Panama, Sept. 14.—The Vecutimilla Govmment in Lenader is again growing nervous at the do-gs of Alfare and his fellow rebels. When Alfare was feated at Esmeraldas he fied to the interior, and now

suspected of complicity in the recent piot against their authority in Lina, and are busy collecting it. In Lina, command as Dictator. They say openly that he will go in the Dreyn's interest, but they expect that he will

in the Dreyfus interest, but they expect that he will better their condition. His former Minister, Garcia y Garcia, has cone to Guny aquil to await his arrival. Rumors of Lima being sacked by montoneros are repeatedly being circulated along the const, with what object no one can understand. Such a fate will, no donot, full on that city the day the Cultians leave II, but their arroy has not been withdrawn as yet. The total cost of the war to Chill up to the present has been \$56,009,000 paper noney, which has varied in value from 73 to 90 cents on the silver dodar.

representatives here of the Powers who, at the invita-tion of Count Certi, the Italian Ambassador, had as-embled to-day to discuss the Turce-Greek fronti-r question, discused their meeting on learning of the set-tlement of the difficulty.

A WIDE-SPREAD CONSPIRACY IN IRELAND. d from Kilmaioham Jail, have been remanded. It is understood that the Crown has obtained evidence from an informer, who made extraordinary revelations to regard to the existence of a wide-spread conspiracy.

QUEEN VICTORIA NOT SHOT AT, LONDON, Sept. 24.-There is no foundation

FOREIGN NOTES.

LONDON, Sept. 24, 1982.

A dispatch from St. Petersburg says that the Emperor

A dispatch from Agram says: "Thirty soldiers were frowned in the railroad dispater near Eszek yesterday." A Dublin paper authoritatively—denies that there—has

PANAMA, Sept. 14.—The Central and South American 'ompany's cables are now all laid and will be open to be public shortly. CHICAGO, Sept. 24.-A special dispatch from Rondeau,

Ont., says: "The steamer Picton has gone to picces. Wost of her carro was sayed." TORONIO, Sept. 24.—General W. T. Sherman and daughter arrived here this morning. They will start tomorrow for Niagara Falls.

THE FIRE RECORD.

INCENDIARISM AT LONG BRANCH.

Long Branch, Sept. 24.—Incendiaries caused loss here early this morning of nearly \$35,000. They first set fire to some simvings and wood in the cabinet shop of Mrs. Deborah C. Morris & Son, in Main-st., in the principal business centre of the old village. The flames were discovered by one of the men employed in the shop and were extinguished before doing any serious damage. At 1:40 o'clock another fire was discovered in the extensive lumber-sheds of Drummond & Woolley, at Branchport, a little village less than a mile north of Long Branch. The flames spread with great rapidity, and soon the lumber stacked in the yard was a aground at the wharf of the lumber-yard, caught fire and was badly scorched. The flames spread to the house of John Lane, and a large building, the lower part of valch was occupied as a paint store by Jacob Garrabrant, the upper floors being occupied as a dwelling by William Cooper and family. Both buildings were barned to the ground in a very short time. When the Long Branch firemen reached the fire the office buildings, the long sheds stored with pine lumber and the piles of lumber stored in the lumber-yard were in ashes. The loss of brum-mond & Woodley was about \$30,000, while their insur-ance is only \$10,000. The firm is composed of Bloomance is only \$10,000. The firm is composed of Bioomfield Drummond, of Red Bank, and Thomas R. Woolley, Mayor of Long Branca. The loss of Joan Lane was \$1,500, on watch there was no insurance. The paint-store building was owned by the estate of Jordan Wolley, and was vained at \$2,000. William Cooper's loss was about \$1,000. The most of the stock of the paint-store was saved.

The fire broke out in one of the lumber-sheds, and there is no dound that it was the work of an incendiary. The fires caused intense excuement, and the streets of the town were pairfolled until dayingts by armed men. Four years ago there were a large number of incendiary fires here, and two of the men who were caught setting the to buildings are still in the State Prison. Another one was caught within the last year, and is now in the same institution.

FLAMES IN WORTH STREET. The dram-shop of A. Towanskowsky, at No. 105 Worth-st., was damaged \$1,000 by fire yesterday Barclay & Worth, dealers in dry goods on the second floor of the building, lost \$100. Julia O'Toole, the owner, on the third floor, suffered a loss of \$1,000.

SUICIDE OF A CONVICT.

ARCTIC EXPLORERS.

MELVILLE AND DANENHOWER. NO GROUND FOR THE STORIES OF THEIR DISAGREE-MENT-HOW THEY PARTED AT YAKUTSK.

(BY TELEGRAPH TO THE TRIBUNE.)
WASHINGTON, Sept. 24.—Engineer Melville spent last night at the Ebbitt House, in this city, and this afternoon took an extended drive through the suburbs as the guest of Lieutenant Danenhower. To a correspondent of THE TRIBUNE who questioned him this morning concerning the various publications that have been made as to a disagreement between himself and Lieutenant Danenhower, as well as in relation to certain points that have been in dispute relative to the search for Captain De Long, he spoke as follows:

"You ask me in what way I parted with Denenhower on the other side at Yakutsk. Well, our parting was pleasant and agreeable, and there was nothing in it to give rise to the stories that have I telegraphed to the Navy Department; and upon reaching Yakutsk I expected to receive replies. When we got there these had not arrived. After a telegrams from the Navy Department directing me pacification of the country was held in the Roman expedition to look after the safety of the second cutter. It was evidently the impression of the Decation was very large, and included the foreign partment that De Long was all right, and that Chipp's boat was missing. When I received these tation from a number of regiments. A requiem will be sung to-morrow for the victims of the massacres and for those killed in battle.

Children will telegrams, I said to Lieutenant Danenhower; 'Dan, I am going north again. You take the rest of the If is said in Constantinople that the Grand Shereef of Mecca was deposed on account of his having had treasonable relations with Arabi Pacha, A number of men, enrolled to serve in the gendarmeric in Egypt, started from Geneva yesterday for that country. Others will follow shortly. The men must be not under twenty nor over torny years of age. Frenchmen and Palians are ineligible. The pay of the men will range from 150 to 300 francs per month. him to communicate as often as practicable with ready, our sleds loaded up, we said good-bye, and All Danenhower and I kissed each other when we bade

"Then there is absolutely no foundation for the story of ill-feeling existing between Daneuhower

"None whatever. I want you to state explicitly Cacha. They say that hanging would be too good | and exactly, word for word, what I am about to say. When Daneuhower and I separated at Yakutsk we were on the most friendly terms it was possible for two men to be; and from that time up to the good feeling existing between us."

"You will, perhaps, remember that the first state-ment made as to any ill-feeling existing between Danenhower and yourself was in an interview telegraphed by The Herald correspondent to his pa-

"Yes; that interview was manufactured out o whole cloth. This correspondent, whose name was he has collected a new force, variously estimated at | Jackson, did meet Danenhower at Yakutsk; but I know nothing of what he described as having oc-

know nothing of what he described as having occurred there."

"There have been some criticisms as to DeLong's plans, advancing the idea that he persisted in following out an ill-advised project of his own, when a different plan of action would perhaps have insured the sacety of the entire party. What can you say as to this?"

"I think it wrong to say anything about that. There is to be an investigation, and nothing should be stated in advance of that. My own opinion is that De Long did everything for the best. If he made any mistakes, they were such as could not have been avoided unless he had been able to read the future. I do not believe he made a mistake. Had he done differently, it is possible that not one man of the expedition would have been left to tell the tale."

"You have also noticed the newspaper criticisms."

THE TURCO-GREEK TROUBLE SETILED.
CONSTANTINGPLE, Sept. 24.—The Sultan has predicted the immediate surrender to Greece of the whole frontier fixed by the International Commission. The representatives here of the Powers who, at the invitation of Count Certl, the Italian Ambassador, had assembled no-day to discuss the Turco-Greek frontier discussion discovered their meeting on learning of the settlement of the difficulty.

A WIDE-SPREAD CONSPIRACY IN IRELAND.
Armagil, Sept. 24.—Eight men charged with treason-felony, four of whom had only recently been liberated from Klimaioham Jail, have been remanded.

Wind to 90 cents on the support relicions in the tale."

"You have also noticed the newspaper criticisms in regard to your search for De Long, wherein it is in the reached the mediately prosecute the search firm to rescue them fit."

"You have also noticed the newspaper criticisms in regard to your search for De Long, wherein it is in regard to your search the provement of the long, wherein it is in regard to your search for De Long, wherein it i

"I don't think Chipp's party ever reached the shore. If I behaved otherwise I would now be at the Lena delta."

LOCKED IN FOR THE WINTER.

THE SUPPLY EXPEDITION UNABLE TO REACH LIEU-TENANT GREELY'S PARTY.

Washington, Sept. 24.-General Hazen, the Chief of the Signal Bareau, has received advices that the supply expedition which sailed in the steamer Neptune from St. John's, Newfoundland, and Empress, accompanied by their children, strived at the Peterhof Palace to-day, on their return from Licutenant Greely's party, returned on Saturday to Moscow. St. John's, having been unable to reach Lieutenant Greely. The vessel reports a solidice barrier extending from Cape tagleticld to Ross Bay. Lieutenbeen any large failure there recently. It is believed that the firm of George Roe & Co., distillers, reported yester-day to have failed, is solvent. party remained until September 5, at which date ice had formed to the depth of four inches, and to remain longer would be to remain for the winter. The Neptune was enabled to establish depots to secure Neptime was enabled to establish depots to secure Lentenant Greely's safe retreat should it become necessary a year or two hence. No anxiety for the safety of Leutenant Greely's party is entertained. They are amply supplied with stores of all kinds for at least two years. The impossibility of an-nually reaching the station was foreseen and pro-vided for.

OBSERVATIONS OF THE COMET.

ITS ELEMENTS CLOSELY RESEMBLING THOSE OF THE COMET OF 1880-EXPLANATION BY COMMANDER

SAMPSON. Washington, D. C., Sept. 24.—The observations of the comet at the Naval Observatory during the past week were taken as a part of the regular prowithout reference to the theories put forth by Professor Boss, although, happily, they strongly tend to their verification. The clements of the present comet as given on the 22d inst., were calculated by Professors Frisby and Skinner, but, as scated at that time, were not mass of flames. The steamboat Helen, which was final and complete as now. The following telegram has been sent by Commander Sampson, Assistant Superintendent of the Naval Observatory, to the astronomers of Europe, as embodying the conclusions of the Naval

Elements of Cruls's comet: time of perihellon pass September 17, hoon. Washington time; longitude of helion. 577-23 08%; longitude of node, 346°-26°, inclination of orbit, 142°-11' 40°; perihelion dista-eignty-six ten-thousanaths. Closely resembling co-of 1880.

The difference between the figures here given of the inclination of orbit and those stated in the article of the 22d, is due to the fact that the supplement of the angle was then given in-tend of the inclination. These elements were computed from the three following observations, made by Professors Frisby, Skinner and Winlock on September 19, 20 and 21, expressed astronomically:

September 19, 11.2 hours 45 minutes 42.7 seconds, Washington mean time; right ascension, 11 hours 19 minutes 39.8 seconds; declination, plus 09 7 34'. September 19, .9 on the meridian; right ascension, 11 hours 14 minutes 18.94 seconds; declination minus 09 34' 28.5". September 29, .9 on the metidian; right ascensiot, 11 hours 00 minutes 10.97 seconds; declination minus 1º 19 21.1".

The comet was again observed early this morning through thin clouds with the following result: Right ascendon 10 nours 58 minutes 10 seconds; declination It is rapidly becoming fainter, so that it was not seen

to day with the merdian testromenia, although the con-ditions were tolerably favorable. In a brief interview with Commander Sampson the following explanations of the foregoing observations and

additional information were obtained: neditional information were obtained:

From the elements above given it will be seen that the count passed at a distance of 791,000 miles (roughly computed at 800,000 miles), on the 22d, from the sun, which is less than the diamater of the sun, and probably the mearest approach made by any comet yet observed. It is more than probable, however, that many of the comets which approach nearest the sun are acveryished. The very fact of their near approach to the sun,

although it brings them near the earth, decreases the chance and seeing them. Many readers will recall the fact that during the total celipse on May 17 last, observed in Upper Egypt, a large comet was seen, and even photographed, near the sun, while it was celipsed. Two photographed, near the sun, while it was celipsed. Two photographed, near the sun, while it was eclipsed. Two photographed, near the sun, while it was eclipsed. Two photographed is not the comet were taken while the sun was in eclipse, within a minute and a half of each other, yet short as was the interval, it was sufficient to show that the comet was moving away from the sun. Senecar relates that a similar observation was roade sixty-three pears before the Christian era, when during a total pears before the Christian era, when during a total may the form that many of these splendid meteors visit our system without becoming visible to us. As comets are limbe to undering great changes, it becomes impossible to identify them by their appearance of this comet it served to determine the direction in which can be one may yet furnish the means of identification, as on the occasion of the first appearance of this comet it served to determine the direction in which it was moving. On the other hand, the plane in which each comet moves is not liable to any considerable change, and it therefore becomes possible to identify it by its path in the heavens. Comparing the clements of this comet with those of the comet of 1830, they are found to be so nearly alike as to warrant the belief that the comets are identiced. The comet is now moving in a direction a little south of west, and away from the before the sun may still see it, under favorable conditions, about one hour west or higher than the sun, and a trifle south of it.

Panama, Sept. 14.—A brilliant comet has been visible here since the 6th instant.

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NOMINATED FOR CONGRESS.

LOUISVILLE, Ky., Sept. 24.—The Democrats of the Xth District yesterday nominated George M. Adams, ex-Clerk of the House of Representatives, for Congress. In the District Convention held some time Congress. In the District Convention held some time ago Montgomery County was represented by a contested delegation. The matter was then sent back to the county to be settled by a primary election. This took place yestering, and Adams wou.

CHICALO, Sept. 24.—A dispatch from New London, Wis, says: The Prohibitionists of the IXth District have nominated H. H. Woodmansen, of Ocento, for Congress, A dispatch from Eight, Ib., says: The Prohibitionists of the Vii Congressional District have nominated B. N. Dean, of Belvidere.

DAVID B. HILL AT HOME.

Elmira, N. Y., Sept. 24.-David B. Hill, the Democratic nominee for Lieutenant-Governor, as ived home at 10 o'clock last night, from Syracuse. At Havana Schuyler County, his birthplace, 500 person through. Mr. Hill made a brief succed from the platform of a car. In this city a demonstration in his honor had been arranged. Three thousand persons, headed by a band, met him at the depot and escreted him to the Bathbun Hotel. Speeches were made by Mr. Hill and several others.

MR, FOLLETT IN THE COUNTRY.

Alonzo Follett, the Wall Street note-broker, who has falled, was in the city most of the time yester day. He would not see reporters. It was said at his house late in the afternoon that he had gone a short distance into the atternoon that he had gone a sort distance into the country to spend the night with a friend. He was tired out and wished to obtain some diversion of mind from the adalrs of the last week. In-timate friends of Mr. Follett secured the idea as ride-ulous that, after making an assignment, he should flee from the city. He is expected home to-day.

PRESIDENT ARTHUR'S MOVEMENTS.

President Arthur took a walk with Judge older and George Bliss yesterday. During the day, the alled upon him: J. M. Bundy, J. Bancroft Davis, George M. Law, Ex-Scuator Thomas C. Platt, and Francis Hat-ton. E. M. Handy, Edward W. Wyran, and S. M. Ailan, of Boston, held a conference with the President to ar-ange about his reception in that city.

THE STRANDED STEAMSHIP NUPHAR.

SEAVILLE, N. J., Sept. 24.—The stranded steamship Nuphar lies over a mile from shore, on the outer bar. She has filled with water, so that her fires were extinguished this afternoon. The abatement of the southeast gale gives removed hope of saving the ship. The tug Argus arrived this merging, and is releving the steamer of a pertion of her cargo. An effort will be made to-morrow to get her of.

MURDERED BY A JEALOUS HUSBAND.

JEFFERSONVILLE, Ind., Sept. 24.-Last night Anthony McDougal, colored, after quarrelling with his wife, of whom he was below, went to the yard and procurred an axe, with which he nearly severed her head from her body. She had shortly before returned home from Louisville, whither she had gone without her hus-band's consent. The murderer's in jail.

SHOT BY OFFICERS.

LOBETTO, Ky., Sept. 24.—The officers in search of Riebard and William Skaggs, the Indiana mur-derers, found them at the house of their grandfather, in Marion County. The men refused to surrender and

BURNED TO DEATH IN HIS CELL.

CINCINNATI, Sept. 24.-Edward Seddons. who was confined in jail for an assault upon a your girl some weeks ago, went to sleep in his cell to-night caving burning a lamp, which somehow was overturned and exploded, setting his mattre-s on fire, and burning aim almost to a crisp.

ACCIDENT TO THE STEAMER NEWPORT.

NEWPORT, R.I., Sept. 24 .- The steamer Newport, of the Old Colony Line, while on the way from New-York to Newport last night, blew a patch off her boiler. The steamer put into New-London for repairs and arrived here about 11 o'clock to-day. The accident caused no commotion among the passengers.

A BICYCLE RIDER INJURED.

CHATTANOOGA, Tenn., Sept. 24 .- While descending a hill this afternoon on a bicycle, Orion Hurl-buri lost control of the vehicle and was pitched headlong into a gully, his head striking a rock. It is thought that his skull is fractured and that the wound is fatal.

A NEW CHURCH BUILDING.

PLAINFIELD, N. J., Sept. 24.-The cornerstone of the new Roman Catholic church in North Plain-field was laid by Bishop O'Farrell, of the Diocese of Trenton, this afternoon. A special train brought Roman Catholic associations from Bergen Point and Elizabeth to take part in the exercises.

AN OLD MAN LOSES \$73,000.

NEWCOMERSTOWN, Ohio, Sept. 24.-Intellicence received here from the village of Mount Holly states hat Stephen Day, ago seventy, secreted the savings of a lifetime, \$73,000, in a tin box in his nouse, and that in the temporary absence of himself and wife some un-known person entered the house and stole the contents of the box.

WRECK OF AN UNKNOWN VESSEL.

Boston, Sept. 24.-The bark Brazos, from Iloito, reports September 23, off Saukoty Head, Nantucket, hearing west, thirty five miles distant, she passed close to the wreck of a 500-ton vessel, apparent-iy floating near the surface of the water.

RESUMPTION OF NAVIGATION.

SYRACUSE, Sept. 24.-The break near the Camillus feeder on the Eric Canal has been repaired. The boat L. Demmick was locked through at 3:45 o'clock

ACCIDENTALLY KILLED HIMSELF.

Jackson, Miss., Sept. 24.-A dispatch from Holly springs announces the accidental killing by himself of George Alcorn, about twenty years of age, son of Judge R. A. Alcorn, of this city.

THE GARFIELD HOSPITAL.

Washington, Sept. 24.-Up to the present time the moneyed value of donations to the Garileld Memorial Hospital Fund amount to about \$80,000.

TELEGRAPHIC NOTES.

THE YACHT WAYWARD LIGHTENED.

PORTSMOUTH, N. H., Sept. 24.—The New-York sight Wayward, ashore on Gerrish's island, is being lightest with casks, preparatory to floating

ned with cases, proparatory to doubling
LIME KILES SHUT DOWN.

ROCKLAND, Mc., Sept. 24.—The time kilns in this
ity and county have shut down for two weeks, and no shipnents will be inside to New Yers by that time. ments will be made to New York to that Line.

CHARGED WITH POISONING ITIS WIFE.

GHEN NITELD, Mass., Sett. 24.—Joseph. Dunn. S.

Whateley was arrested to day in south Deer field on the chars
of having poisoned his wife. Dunn asserts his innecesse.

MR SULLIVAN AT WATE BRURY, CONN.
WATERBURY, CONN., Sept. 24.—A. M. Sullivan
lectured here to night on the "Irisa question" before a
large audience at the City Hall. Mayor kendrick presided. suitcibe of a orier stricken Mother.

Suitcibe of a orier stricken Mother.

Lebanon, Penn., Sept. 24 - Yesterday morning the wire of Adam Enling, of Union Deposit, was found with her threat cut from ear to ear, gring in bed beside the body of her child which had died the day before. Orier over the child's ucath unbalanced her mind.

well of him, privately as well as publicly, and the apparently unanimous opinion is that he will grow in public favor as the canvass proceeds. In Buffalo, public, it is significant that Republicans as well as Democrats express a high opinion of the merits of Mr. Cleveland as a candidate for Governor.

The Democrats believe that this teeling will spread over the central as well as the western part of the State, in which sections there is undoubtedly general disappointment over the outcome of the Saratoga Convention. One of the fruits of this feeling was shown here in Syracuse to-day, when a candidate for the Assembly was chosen by the Republicans to succeed Thomas G. Alvord. The district which he has so long represented has been under the control of Mr. Hiscock and Mr. Belden. They selected a candidate to succeed Mr. Alvord some time ago, and searcely anyone doubted that this candidate would be nominated. Had the convention been held before the one in Saratoga, the " slated " candidate undoubtedly would have been chosen. But there has been a revulsion of feeling toward Mr. Hiscock and Mr. Belden because of the part they played at Saratoga in misrepresenting the sentiment of the majority of the Republicans of this county, and the Assembly District Convention today afforded the first opportunity for its exhibition, The result was that the "slated" candidate for the Assembly was defeated, and the anti-Belden-Hiscock candidate carried off the prize.

It is this feeling in the Republican ranks which the Democrats count upon as an aid to Mr. Cleveland's chances. The nomination of David B. Hill, the Mayor of Elmira, for Lieutenant-Governor, was regarded by some as a weak one because of his strong identification with the Tilden element in the party. But the Tammany men apparently bear no ill-feeling to Mr. Hill. They meet and talk with him as a hale fellow, well met, and unquestionably mean to give him a hearty support. Mr. Hill and his friends believe 16 a fortunate thing that B. Platt Carpenter is the candidate for the same office on the Republican ticket. One of them, a prominent official, said to-day that judging from the feeling among the Republicans in the southern tier, among whom he was yesterday and the day before, that Mr. Carpenter would be badly served in the house of his former friends. In this they may recken without their host, but it is under able that among Republicans in this part of the State Mr. Carpenter is just now the most un-

Mr. Ruger's friends are somewhat disposed to resent the attempt on the part of the old Tilden leaders to defeat his nomination for Judge of the Court of Appeals. Until the convention met on Thursday no other name was mentioned for this office. The Tilden leaders, however, were displeased with Mr. Rager because he has been quietly worktee in Saratoga, to bring about the admission of Tammany Hall and for the nomination of General Slocum for Governor. He was found to be talking and working the same way here, and this contributed to upset the plans of the machine. It was then determined to bring out Rufus W. Peckham as the opposing candidate, but the bad blood engendered in the defeat of Slocum between the Brooklyn dele-Marion County. The men recased of the began, opened fire on the officers. A general fight then began, the hard skages was killed and william skages captured. The machine in this instance. There is more hosticity to Ruger than to any other candidate on the tility to Ruger than to any other candidate on the ticket, and it is freely predicted that his will be the lowest vote in November. He is an able lawyer, but his State reputation depends largely upon the fact that he was the defender of the Canal Ring in the suits brought against its members at Mr. Tilden's instigation. Mr. Ruger apparently appreciates the damage which he sustained because of his connection with the defence in the Canal Ring cases, The bill he presented to Mr. Belden, like that of Mr. Hiscock's for similar services, was for \$50,000. Belden refused to pay it and Mr. Ruger began a suit for the amount. The case is now before the Court of Appeals, and should Mr. Ruger be elected Chief Judge, he may have opportunity, which, of course, he would not think of doing, to sit in judgment upon his own case. Mr. Hiscock has not begun a suit for the amount doe him, as he is awaiting the termination of Mr. Ruger's case. One of these lawyers, when asked why he charged so much, is said to have replied that he reckoned \$10,000 for services and \$40,000 for damage to his reputation. The feeling between Mr. Belden and his two former attorneys is not of the best character, though for political reasons and self-interest Belden and Hiscock act together in political sense, neither one feeling strong enough to get along without the other. Mr. Ruger and Mr. Andrews, who are candidates on opposing tickets for the same office, are next-door neighbors and

strong personal friends. One of the salient features of the convention was the rupture of good relations between the Brooklyn Democrats and the old Tilden machine leaders, particularly those of the County Democracy. Senator Jacobs is the most cordially hated, by Messrs. Thompson, Cooper, Power and others of any man in the State, while Kingsley, Kinsella and others from Brooklyn are denounced in strong terms. Mr. Thompson arraigns Mr. Jacobs as "a base ingrate," and recites with feelings of indignation the time and money he spent in Albany last winter with other friends in trying to secure the election of Senator Jacobs as President pro tem, of the Senate, though he omits to say that he desired to do this in his own interest, because he wanted to secure the passage of his Aqueduct bill and other measures. The Brooklyn leaders have been saying for a month and more that Brooklyn would hold the key to the situation in the convention-the balance of power-and that it only needed to name . candidate for Governor and adhere firmly to him to make his nomination certain. With this idea they came to the convention, but they re-urned home to-day in a disgusted, demoralized state, with a loss of prestige, a loss of friends, with their candidate defeated and another one nominated despite their most carnest efforts to defeat him-Mr. Kinsella even going so far as to threaten, if Cleveland were nominated, that the Anti-Monopolists would place a candidate in the field. This anti-monopoly dodge has proved to be the thinnest and weakest of anything in State polities in recent years. Run in the interest of a number of self-seeking persons and disappointed politicians, it has folled wholly to effect anything for them. So far as there is reasonable ground for the movement, the politicians of both parties seem | inclined to defer to it, but it is to their credit that they refused to listen to the dictation of Thurber, Nichols & Co. They came here and tried to nominate Slocum, and Mr. Kinsella invoked the "great nate Slocam, and Mr. Kinsella invoked the "great influence" of the Anti-Monopoly leagues in bia benait, while at the critical time in the convention. Nichols and Carey went about threatening the defeat of Cleveland. Mr. Cleveland is the attorney for a railroad company, which was the only thing apparently that the so-called Anti-Monopoly leaders could find against him as bearing on their alleged ideas of "monopoly." Mr. Kelly refused to listen to